

COUNTRY East Germany

REPORT

TOPIC Brandis Airfield

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EVALUATION 25X1

PLACE OBTAINED

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DATE OF CONTENT

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REFERENCES

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ENCLOSURES (NO. & TYPE)

REMARKS

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DO NOT CIRCULATE

1. The following observations were made at the field between 1 and 19 September 1952:
 - 1 September. There was night flying by jet fighters between 10 and 11 p.m.¹
 - 4 September. Night flying was practiced between 8 and 10 p.m.¹ Between 5 and 6:30 p.m., parachuting was practiced from captive balloons near the field. Two captive balloons were alternately aloft. Their power driven cable winches were fitted on a trailer coupled to a truck. At each ascent, two or three men jumped from the balloon while one man remained in the basket. The static lines for the parachutes were suspended from a railing outside of the upper edge of the basket. Jeep and truck were observed at the jump site. Near the vehicles there were two air force soldiers and a lieutenant. The lieutenant wore two stars and an insignia representing two horizontal wings with a red star and crossed hammer and wrench on his epaulets. Two vehicles moved toward the field.²
 - 19 September. Between 5 and 6 p.m., parachuting was practiced from twin-engine planes in the vicinity of the field. Four individual approaches were observed. Twelve men jumped from each plane in rapid succession. After the landing, the parachutists rolled up their parachutes, which were picked up by a truck and hauled back to the field. Three trucks, parked at the jump site, hauled away the parachutists. The jumpers were not armed with infantry equipment or weapons.
2. on 1 and 2 September, Soviet soldiers practiced jumping and small parachutes with suspended equipment were also dropped.² Between 6:15 and 7 p.m. on 4 September, captive balloons occupied by 3 Soviet soldiers each were observed aloft. The soldiers jumped from an altitude of about 300 meters. Their parachutes opened 25 to 30 meters under the balloon. This procedure was repeated several times. A total of 45 to 50 jumps were observed.
3. about 60 parachutists jumped from five aircraft in the Tresen area about 6:30 p.m. on 8 September. At 9:30 a.m. on 10 September, a twin-engine plane circled east of Drewitz-Tresen. The sky was partly cloudy. About 20 double parachutes with suspended cargoes were dropped from the plane. On the same day, tanks were observed moving in the area. Between 1 and 2 p.m. on 14 September, about 120 men with double parachutes jumped from five twin-engine planes which flew two missions east of Drewitz. The aircraft probably took off and landed at Brandis airfield. The jump site was cordoned off by VP men. Only children were allowed to help collect the parachutes.
4. Parachutists, most of them equipped with emergency parachutes, practiced from two captive balloons near the airfield between 1 and 12 September. Between 1 and 26 September, there were flights by transport planes at the field but only

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In connection with the training of parachutists. The parachutists were trucked from their quarters to the landing field and stayed about 200 meters north of the runway. Their parachutes lay at the site. The Li-2 planes taxied to this site between 3 and 3:30 p.m. and 12 parachutists each boarded a plane. In the first days, five planes were assigned to this exercise. Later on, only four planes were observed flying. The take-offs were made in rapid succession. The planes flew individually at distances of 300 to 500 meters, circled the field once before flying over Leulitz in the area of Machern. The parachutists were dropped from an altitude of about 500 meters over the area west of Machern, north of the Machern-Leipzig railroad line. Most of the parachutists were equipped with two parachutes. The larger chute which opened first was not round but four-cornered and seemed to be square. The smaller chute, which was round was below and slightly sideways of the larger chute. Immediately after releasing the parachutists, the planes landed and taxied to the site where the other parachutists were waiting. It took 30 to 40 minutes before the new parachutists were on board. This exercise was performed every day until nightfall so that the last parachutists could not see the area where they jumped. When the sky was cloudy, the jumpers were probably released above cloud gaps. Each plane took off about six times per day. The aircraft numbers observed indicated that the same planes were used.

5. The parachutists did not wear special uniforms, head-wear or shoes.² During the landings after nightfall, no landing lights were observed except for three red lamps on the southern edge of the landing field. The aircraft only switched their landing lights on. The pilots apparently were very experienced.

6. The departure by rail of the parachute unit which numbered about 1,700 men wearing red-bordered black epaulets, started on 18 September.³ After 18 September, source observed that, in sunny and windy weather, soldiers opened parachutes on the landing field near the repair hangar, probably in order to dry and air the chutes. During parachute training, a tent was set up near the repair hangar. According to a gun operator, there were showers in the tent. Groups of about 30 men with towels on their arms were observed entering the tent. Next to the tent, there was trailer, similar to a van, which was equipped with a boiler and a compressor installation. During parachuting, a radio truck was parked on the edge of the woods west of the landing field, about 400 meters northwest of the western edge of the runway. There were two antennas, one of which was attached to a birch tree and the other one to the strut rods of the vehicle. A lead-in connected the antennas with the radio truck. Between 19 and 20 September, 30 Li-2 planes were observed at the field. After 24 September, there was almost no activity at the field.

7. On 21 and 22 September, one tank each arrived at the field and was shunted to the northeastern section of the landing field. One week before, a larger tank car, probably with four axles, stood at the same site and the fuel was being transferred into tank trucks.

25X1 8. On 18 September, two trucks [redacted] moved to the target ranges in the woods 2,250 meters east of the east perimeter of Polenz. The vehicles were occupied by soldiers who wore black-bordered blue epaulets.

9. Work on the fence progressed only slowly. Thick poles were placed in holes along the northern edge of the western boundary of the landing field in line with the runway.

10. Jet aircraft repeatedly flew over the field at night; a landing T consisting of four white lamps was on the ground. Its direction varied according to the direction of the wind.¹

11. The regulation forbidding the sale of alcohol to NCOs and EN was strictly enforced. In the presence of VP men, the German workers at the field were being warned against procuring alcohol for the Soviet soldiers. Two innkeepers one in Polenz and the other one in Leulitz were forced to close their inns because they had violated the directive.

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12. The German workers at the field did not get their wages for 6 or 7 weeks because allegedly no money was available.

13. About 5:30 p.m. on 15 September, source observed from a point about 1,500 meters south of the Delitzsch-Jesewitz railroad section that three twin-engine planes headed west at short intervals. A group of more than ten soldiers jumped from each plane almost simultaneously.

25X1 1. [] Comment. Since Brandis airfield is occupied by an air transport regiment it is believed that the jet fighters which participated in night flying over Brandis airfield are MiG-15s probably belonging to the fighter regiments in Altenburg or Kersburg.

25X1 2. [] Comment. Detailed information on the parachute jumps was received previously. [] Motor vehicle No. [] is reported for the first time and cannot be identified. [] 25X1
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25X1 [] the parachutists probably are soldiers of the 21st Voz Div of the Eighth Gds Army. The observation that the practicing soldiers did not wear parachutist uniforms supports the assumption that no parachute troops were involved but Soviet Army ground troops who were trained in parachuting. The dropping of equipment is reported for the first time. Source 2 apparently confirms this information.

25X1 3. [] Comment. The information that the practicing units were dispatched by rail has not been confirmed [] 25X1

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